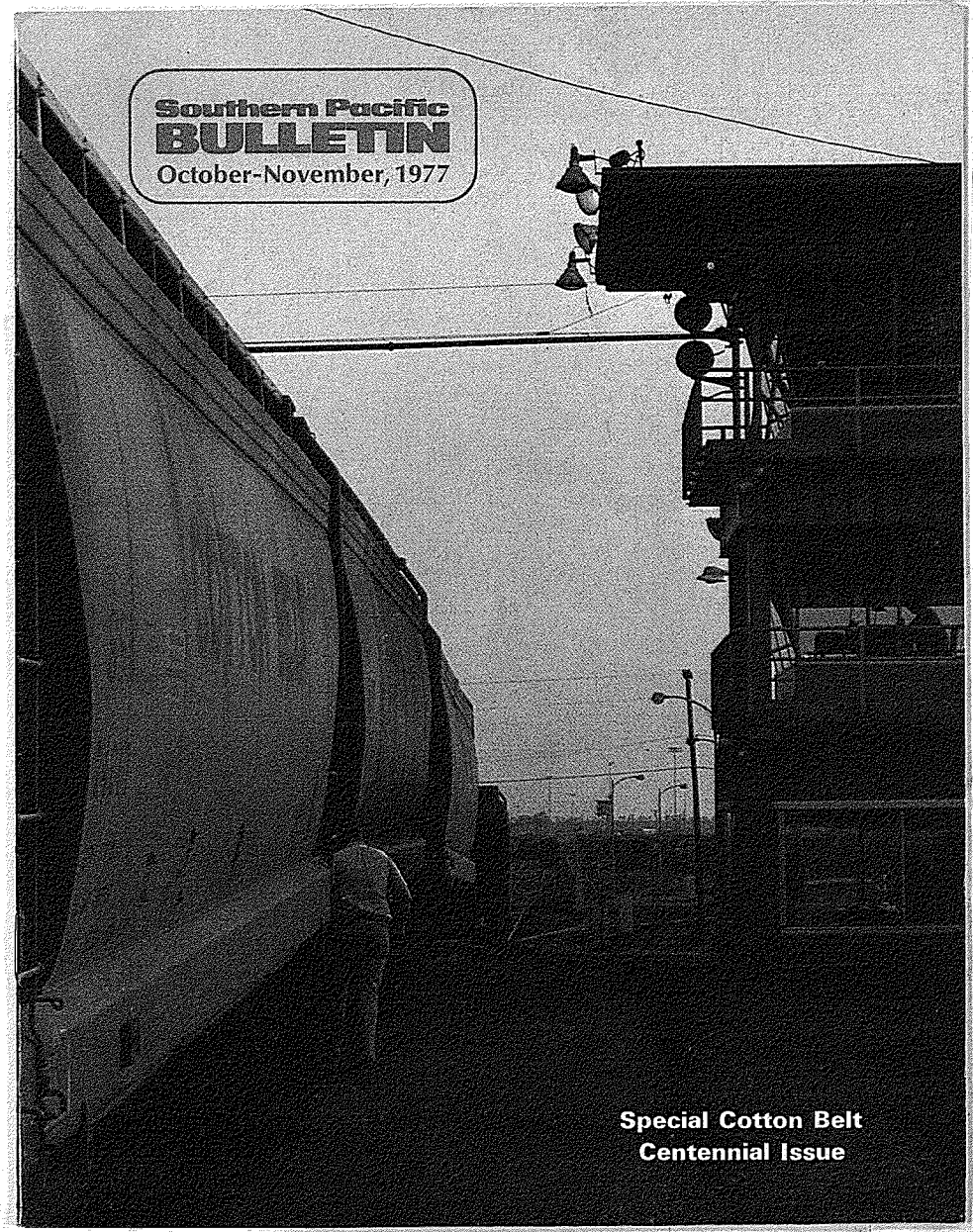


Southern Pacific BULLETIN

October-November, 1977

Special Cotton Belt Centennial Issue

A CENTURY of SERVICE

To All Cotton Belt People:

As we celebrate the 100th anniversary of the start of service on the Cotton Belt, I want to pay tribute to the hardy pioneers whose courage and foresight led to the development of a railroad which has contributed greatly to the growth of the area it serves, and which today is a vital part of the Southern Pacific System.

I also want to extend my thanks and congratulations to the men and women of the modern Cotton Belt for a job well done in carrying on the railroad's century old tradition of service.

We can all be proud of the achievement represented by this centennial. It is an important milestone. Let's use it as an opportunity to dedicate ourselves to another century of providing the kind of service that best meets the needs of those who depend on us for transportation.

B. F. Biaggini

Chairman

the Modern Cotton Belt

PAYROLL: About 5,100 rail and truck line employes earning over $56.6 million a year.

TAXES: More than $21.7 million in federal, state and local taxes paid in 1976.

INDUSTRIAL DEVELOPMENT: 676 new carload shipping industries located along the Cotton Belt's main line over the past 10 years.

TRANSPORTATION NETWORK:
Nearly 1,500 miles of rail lines.
100 freight trains a day.
Truck service to 290 communities in six states.
69,000 shipments a year in intermodal service.
621 miles of centralized traffic control covering the Cotton Belt's main line.
Nearly 1200 route miles of microwave to speed communications.

PURCHASES: About $55 million a year to meet the day-to-day needs of the Cotton Belt and the Southwestern Transportation Company.

CAPITAL INVESTMENT: Systemwide, SP has invested more than $1 billion in new equipment and facilities over the past five years. This investment has brought substantial benefits to the Cotton Belt as well as other parts of the SP System.

Largest Crowd in SSW History

MORE THAN 2,200 Cotton Belt employes and members of their families attended a gala "Family Night" gathering in Pine Bluff on September 28.

According to W. F. Reed, SSW superintendent who served as master of ceremonies, "it was the largest group of Cotton Belt people ever assembled under one roof in the history of the railroad."

The event was the seventh of its kind to be held on the Southern Pacific System in recent years, with a total of over 22,000 of our people in attendance. The Pine Bluff "Family Night" also doubled as a Cotton Belt centennial celebration.

Speakers included Chairman B. F. Biaggini, SP Transportation Company (and Cotton Belt) President D. K. McNear, Vice President-Operations R. L. King and Vice President-Sales-R. C. Hudson.

The program included the showing of a sound-color, multi-media film presentation, prepared especially for the occasion, giving highlights of Cotton Belt history and depicting the important job of railroading it is doing today.

A steak dinner followed the brief program, after which there was dancing to a live orchestra for adults and color cartoons for the children.

J. W. Reed, asst. to superintendent at Pine Bluff, was in charge of arrangements for the event.

All of the speakers stressed the need for "excellent service in a time of increasing competition."

"Our costs continue to skyrocket," Mr. Biaggini said. "Since 1970, wages and benefits have gone up about 75 per cent, the cost of fuel is up about 200 per cent, and materials are up 50 to 70 per cent.

"At the same time, we face more and more competition from other modes of transportation and from people who are fully capable—physically and financially—of producing their own transportation with their own fleets of barges or trucks."

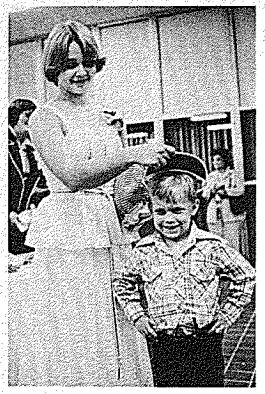
The shipper is not interested in our increased expenses, the chairman added. "He is constantly using every means at his disposal to reduce his transportation costs. He comes to us only because we can do the job of transportation for him better and cheaper than he can do it for himself and better than he can get it done by somebody else."

So we must remain cost-competitive and at the same time "provide the kind of high quality service that will continue to merit the shipper's trust and confidence."

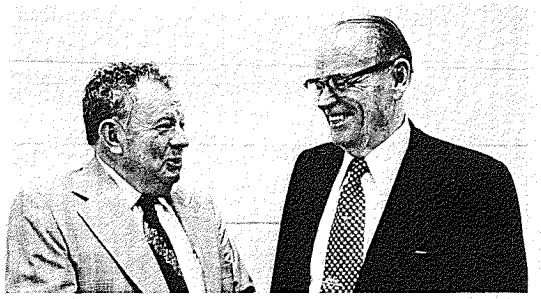
To serve our customers, Mr. Biaggini pointed out, we have better equipment and facilities than ever before, and "our people are better."

"By and large we also have better labor relations than ever before," he noted. "The local chairmen and the general chairmen of the standard railway labor organizations are manifesting a high degree of cooperation with our officers and supervisors, and I think we're seeing more under-

ABOVE: Huge crowd at Pine Bluff listens intently to speakers. RIGHT: Chairman and Mrs. B. F. Biaggini, right, greet Frank and Billie Warren. Mrs. Warren is agent at Commerce, Texas, and Frank is an SSW conductor.



ABOVE: Hostess Debbie Rickard puts Cotton Belt hat on Tom, 5, son of Pine Bluff Relief Foreman and Mrs. James Trunkett. BELOW: David and Ervin, sons of Ervin Dennis, car welder in the Pine Bluff Car Plant, wait for their dad.



TOP: SP (and Cotton Belt) President D. K. McNear, left, chats with B. R. Parker, gen. chairman, BofLE, Pine Bluff. ABOVE: H. J. McKenzie, right, retired Cotton Belt president (1951-69), greets old friend Charlie C. Mitchell, special rep., Pine Bluff.

COVER

Giant 100-ton covered hopper cars roll over the crest of the Cotton Belt's modern gravity yard at Pine Bluff, Ark. These cars cost about $34,000 each, and the SSW has more than 2,800 in its fleet.

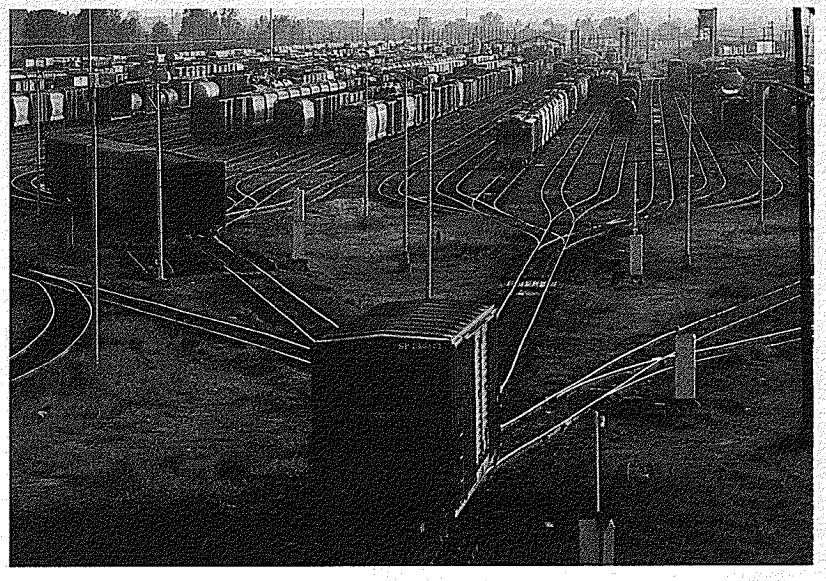
standing on both sides of the labor-management picture.

"Unfortunately, at the national level we're in a period of confrontation with the expiration of the wage and benefit portions of our agreements at the end of this year. I look forward to a time when we can get our current disputes behind us, so that we can once again present a united front, with railway labor and management working together to get legislative programs through Congress that will help remove some of the serious inequities in national transportation policy."

The chairman reviewed the Company's extensive training programs for employes and commented on its good corporate citizenship and its excellent record as an equal opportunity employer.

"As we move ahead toward 1978 and the years beyond," Mr. Biaggini said, "we need to produce more—all the way from the executive suite down to the track department—we need to conserve more, we need to work safer, we need to work harder, and we need to produce the high quality of dependable transportation service that I know we're capable of producing.

"By doing so, we'll be bringing great benefits to our customers, to our owners (the shareholders) and to ourselves."



100 Trains a Day Years of Service

SERVING six states and forming the eastern segment of Southern Pacific's transcontinental "freeway for freight" is the St. Louis Southwestern Railway, known to most of us as the Cotton Belt.

This SP subsidiary has plenty of "whiskers" in the railroad industry. The first part of what is now the Cotton Belt began operating on October 1, 1877—one hundred years ago (see pages 14-17). But in no way is it an antique.

The busy, modern Cotton Belt operates about 100 trains a day—including some of America's fastest freights—over nearly 1,500 miles of track, and it plays a vital role in keeping the traffic rolling over SP's long haul southern route.

ABOVE: The Pine Bluff Gravity Yard has 42 bowl tracks and is capable of classifying up to 3,200 cars a day.

Its trucking partner, the Southwestern Transportation Company, serves more than 290 communities—large and small—with about 400 highway units. Last year, SWT trucks traveled more than 13 million miles in the six-state area, and its drivers set an outstanding safety record (more about that later).

During 1976, nearly 69,000 piggyback shipments moved over the Cotton Belt. Many of the trailers and containers were processed at the railroad's three major intermodal centers.

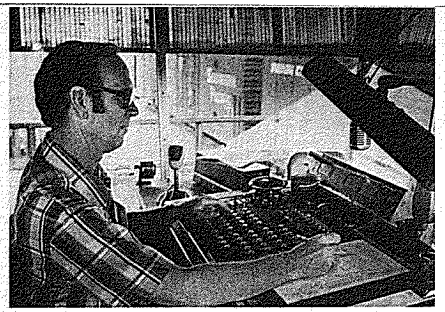
Making it all happen are about 4,200 Cotton Belt and 900 SWT employes. Their payrolls put more than $56.6 million a year into the economies of Texas, Louisiana, Arkansas, Missouri, Tennessee and Illinois.

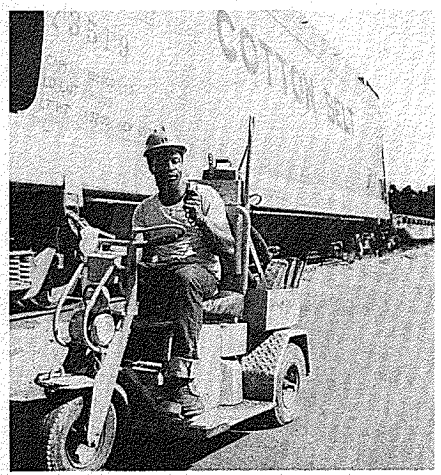
"Our operations on the Cotton Belt—both rail and truck—are in the hands of an exceptionally energetic, capable group of people," says W. F. (Bill) Reed, superintendent at Pine Bluff, Ark. "They're fine workers and good citizens, too."

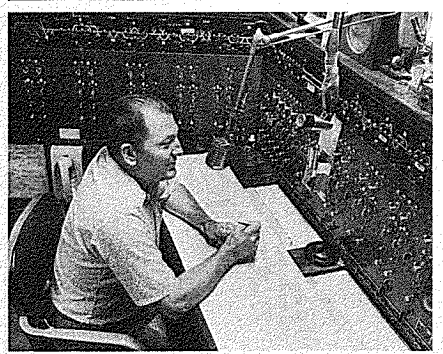
Major Taxpayers

The Cotton Belt, SWT and their affiliates are also major taxpayers. Last year they paid more than $21.7 million in federal, state and local taxes.

"That amounts to about $2,500 an







hour, 24 hours a day, every day of the year," says R. W. (Bob) Tucker, asst. tax commissioner at Tyler, Texas.

The taxes were paid to a total of 919 separate taxing jurisdictions, including: six states, 117 counties, 19 townships, 174 cities and towns, 291 school districts, 25 junior colleges, and dozens of other special purpose districts.

Capital Expenditures

Over the past five years, Southern Pacific—the parent company—has invested more than a billion dollars to keep its total transportation system at peak efficiency. Some of this money helped add new diesel engines to the Cotton Belt's 243-unit locomotive fleet and new, larger-capacity cars to its freight car fleet, which now stands at about 19,000 cars.

More highway units were also acquired for SWT, and additional sums went into upgrading the Cotton Belt's main line. Typical of such projects is one now underway on a 150-mile, heavily traveled section between Dexter, Mo., and Brinkley, Ark., where the railroad is replacing 127,000 ties and installing about 50 miles of continuous welded rail.

Above and beyond the capital expenditures made on their behalf, the Cotton Belt and SWT spend about $55 million annually to purchase supplies to meet their day-to-day needs.

A Busy Railroad

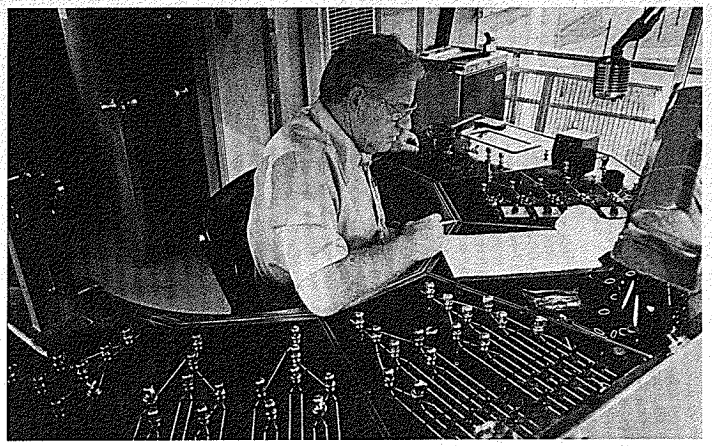
"To give you some idea of the scope of our operations," says R. R. (Bob) McClanahan, asst. superintendent at Pine Bluff, "Cotton Belt trains travel about 400,000 miles a month and provide about 1.9 billion gross ton-miles of service in the process. On any given day, we use about 150 diesel units to haul more than 7,000 freight cars in and through our territory."

Where do these cars come from and where do they go?

J. T. (Jim) Bertram, general traffic manager for the Cotton Belt, whose headquarters are at St. Louis, points out that "the SSW is primarily a 'bridge carrier'—about 60 per cent of our traffic originates and terminates on other lines—including those of the Southern Pacific.

"We haul products from the big manufacturing centers in the East and turn them over to SP for delivery in the Southwest and West. And, in the opposite direction, we haul merchandise, manufactured goods and agricultural products originating at SP points in the West and Southwest to our

At Pine Bluff: (Top) Humpmaster R. L. Powell keeps a watchful eye on traffic rolling over the crest. (Center) Carman Cliff Lewis, aboard yard "scooter," confers by walkie-talkie radio on work to be done. (Left) Dispatcher J. O. Dafft, talks with engineer of train headed toward St. Louis. Dafft is general chairman of American Train Dispatchers Association.

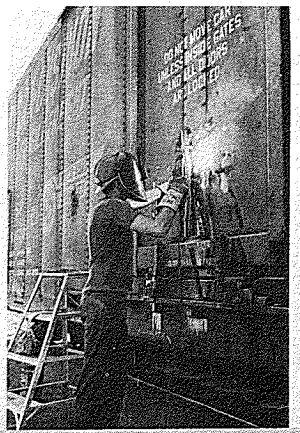


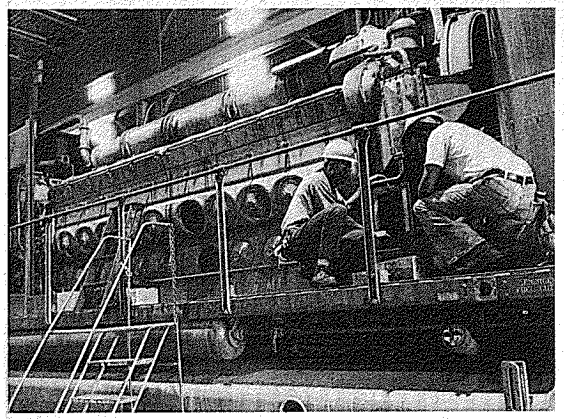
ABOVE: In his tower office at the Pine Bluff Gravity Yard, Retarder Operator W. P. Rowe checks his switch list.

RIGHT: Conductor J. E. Howard does paper work at his desk in caboose of one of the Cotton Belt's hot shot trains.

BELOW LEFT: Wanda Ferrell, PICL clerk, pushes button to activate automatic weigh-in-motion scale as car rolls past crest tower.

BELOW RIGHT: Carman-Welder T. B. Bryant repairs plug door of insulated boxcar. The Cotton Belt has both a one-spot car repair facility and a Car Heavy Maintenance Plant at Pine Bluff.





gateways for delivery to other carriers."

Fast Freights

"To give you a couple of examples," Bertram says, "the Cotton Belt handles a trainload a day of auto parts originating in the Detroit area. Southern Pacific delivers them to the big auto plants on the West Coast, which depend on the daily flow of these parts to keep their assembly lines running.

"Similarly, we handle a trainload a day of merchandise for freight forwarders—loaded for the most part in piggyback trailers and containers. These intermodal shipments come to us through the St. Louis and Memphis gateways, and we consolidate them at Pine Bluff. The famous *Blue Streak Merchandise*, which transports this forwarder traffic, makes the 2,452-mile trip from East St. Louis to Los Angeles in 50 hours and 30 minutes—an average of nearly 49 miles an hour including all stops. That's one of the fastest freight schedules in the railroad industry, and we have other trains that are almost as fast."

The Cotton Belt's principal gateways are St. Louis, Memphis, Shreveport, Dallas-Ft. Worth and Corsicana (where the Cotton Belt joins SP's long-haul southern route). Other interchange points include Texarkana, Waco and Lufkin.

"Even though we are primarily a 'bridge carrier,' we do originate a considerable amount of traffic," Bertram explains. "The main products are rice, soybeans, lumber, pulp and paper and beer. These items accounted for approximately 11 per cent of the 453,000 carloads of freight that moved over the Cotton Belt last year.

"You'll notice that cotton is not at the top of the commodity list anymore. We haul very little of it these days, although at one time the railroad carried enough to call itself the 'Cotton Belt Route.'

Carload Customers

"There are about 600 firms on SSW lines that ship or receive 10 or more cars a year," he adds.

The railroad carries a broad range of products in bridge service. Some of the main items are autos and auto parts, forwarder traffic, iron and steel, petroleum, chemical products and appliances.

The Cotton Belt's busy, energetic sales force includes 39 people at various on-line points, plus about 100 more representatives in Cotton Belt or joint SP-SSW traffic offices in 36 major cities throughout the U.S. and Mexico.

"One of our main sales advantages is the fact that we can offer fast, efficient, single system service all the way from St. Louis to the West Coast," says H. G. (Guy) Oliver, asst. general traffic manager at St. Louis. "We can keep track of a shipment from the moment it reaches us at East St. Louis (and often before) until it is safely delivered in the Southwest or West.

"The close teamwork between the Traffic and Operating Departments on both the Cotton Belt and SP gives us another significant advantage," he feels. "We find it particularly helpful in meeting the day-to-day needs of our customers."

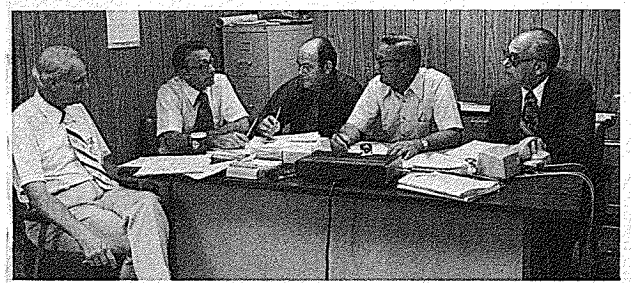
Operation Hub

About half of the Cotton Belt's 4,200 employes are located in and around Pine Bluff, which is the center of the railroad's operations and the principal gathering point for traffic moving both East and West. About 30 main line freight trains roll into and out of this important terminal in a 24-hour period.

Speeding the movement of traffic through Pine Bluff is a major gravity yard with 42 bowl tracks, capable of classifying up to 3,200 cars a day. The terminal also has car and locomotive heavy maintenance plants and a one-spot car repair facility.

"About 60 per cent of the traffic coming to Pine Bluff through the St. Louis and Memphis gateways arrives on run-through trains—some from as far away as Chicago," says Bill Reed.

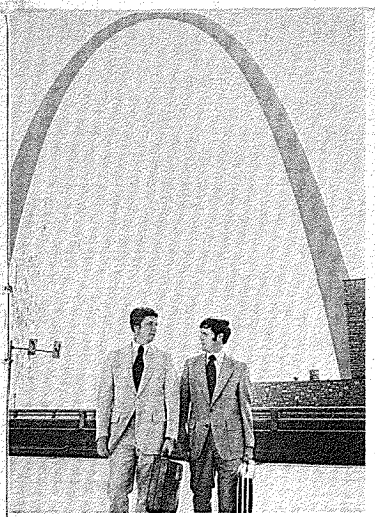
"For example, the ICG operates a daily train out of Markham Yard, Chicago, which runs intact to East St. Louis, where our crew climbs aboard. SSW crews take the train 398 more miles to Pine Bluff, generally using ICG power and an ICG caboose.

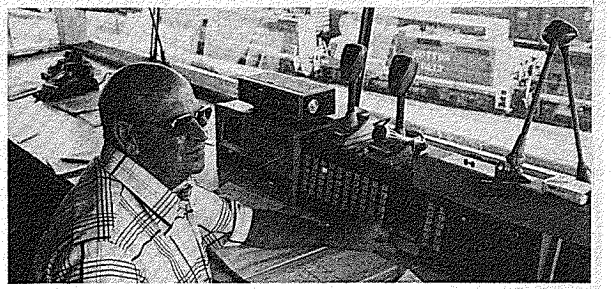


ABOVE: "Good morning, Cotton Belt," says Pine Bluff PBX operator Barbara Scott, seated at new compact console, which replaces much larger, bulkier switchboard.

ABOVE LEFT: At Locomotive Heavy Maintenance Plant in Pine Bluff, Machinist C. Wiseman, left, and Machinist Apprentice Herbert Wright work on engine replacement for SD45 locomotive.

LEFT: Attending early morning meeting in Pine Bluff to assess operating situation on Cotton Belt are, l-r, B. A. Carter, operating asst. to supt.; R. R. McClanahan, asst. supt.; F. L. Clifton, terminal supt.; B. M. Martin, chief dispatcher; and W. F. Reed, supt.

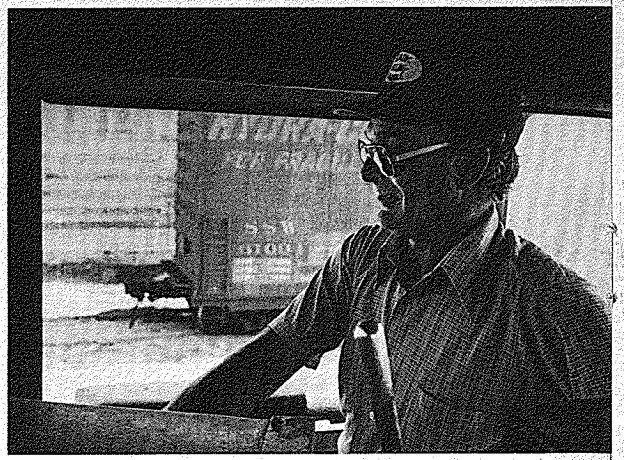




LEFT: Framed by the famous St. Louis Gateway Arch as they head toward making customer calls are Cotton Belt Traffic Reps. Doug Potter, left, and Sam Meade. ABOVE: East St. Louis Gen. Yardmaster Ernie Skaggs checks on progress of inbound train. RIGHT: Conductor V. E. Slinkard contacts engineer by walkie-talkie as he prepares to tie power on to manifest freight.

LEFT: Conferring with J. E. Phelan, right, general traffic manager for Anheuser-Busch, Inc., which has its national headquarters in St. Louis, are C. E. Knussmann, left, SSW district traffic representative, and H. G. Oliver, asst. general traffic manager for the Cotton Belt.

RIGHT: Cotton Belt Locomotive Engineer J. W. Franch spots cars for customer in Dallas area.



"In the opposite direction, we run a pre-blocked train from Pine Bluff to East St. Louis, where an ICG crew takes over and runs the train intact to Chicago. We have run-through arrangements like that with seven different railroads at St. Louis and Memphis."

Blocking

Nearly all of the trains received by the SSW at Pine Bluff are pre-blocked (cars are grouped by destination). Some of the blocking for Cotton Belt points and beyond is done more than 2,000 miles away at Los Angeles and West Colton.

"We consolidate blocks coming in from various points, add cars accumulated in our territory and deliver the trains to our connecting lines," Reed says. "We don't operate any 'mine-run' (unblocked) trains on the Cotton Belt. Every train out of here has two or more blocks and some have as many as eight. Traffic coming from East St. Louis and Memphis, for example, is classified into a total of 108 blocks at Pine Bluff."

Busiest Time

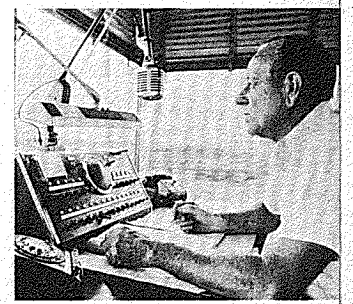
The busiest time at the terminal is between 1 and 3:45 a.m., when the *Blue Streak Merchandise* is due to leave Pine Bluff for Los Angeles.

"We take three connecting trains out of Memphis, classify them, set aside the blocks that will go on the BSM, break apart the expedited train itself when it arrives from East St. Louis, put it all together on track number one, and send the BSM on its way west—all in a matter of hours," says F. L. (Ron) Clifton, terminal superintendent. "We also add East St. Louis traffic accumulated during the day.

"Actually, all the preliminary work is done by the time the BSM gets to Pine Bluff, so it's ready to leave in 15 to 20 minutes after its arrival," he adds.

It takes skill and teamwork on the part of a lot of people to get the train out of Pine Bluff on time, he points out—among them switch crews, yardmasters, carmen and car inspectors, clerks and dispatchers.

"In two and a half hours of advance work or less on some nights, these people classify, inspect, make running repairs (if necessary) and set aside the various blocks that will comprise the outbound BSM," he explains.



ABOVE RIGHT: Yardmaster Henry D. Bradley checks yard situation from his office in tower at Tyler, Texas. RIGHT: Texarkana Lead Carman Gene Ward takes "breather" after busy day.

Tops in Safety

Long known as one of the nation's safest railroads, the Cotton Belt — in just the past 10 years — has won six E. H. Harriman Gold Medal awards for having the best employe safety record in its category in the railroad industry.

The railroad's most recent safety award was received a few weeks ago, when both the Cotton Belt and SP won National Safety Council "Golden Spike Awards" for their efforts in advancing public safety during 1976.

Once the BSM arrives from East St. Louis, it is flat switched with a switch engine at each end of the train, to extract the traffic that will proceed to the West Coast. These cars are added to those already waiting on track number one (the departure track), fresh power is added, the airbrake test is made, and the BSM—usually 50 to 55 cars long—is ready to roll.

"Then it's off and running to the West Coast, and the job is done until the following night, when we do it all over again," Clifton says.

Advance Planning

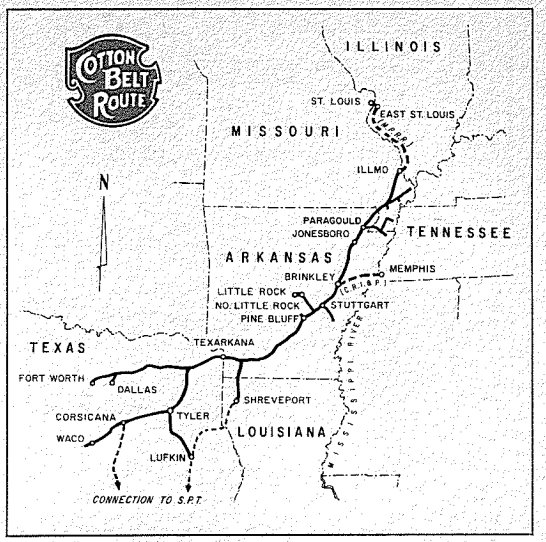
Train operations are coordinated throughout the entire Southern Pacific System these days by means of conference telephone calls with the Operations Planning & Control office in San Francisco. Key Cotton Belt officers at Pine Bluff take part in two such calls each day—one at 9:30 a.m. and one at 4 p.m.

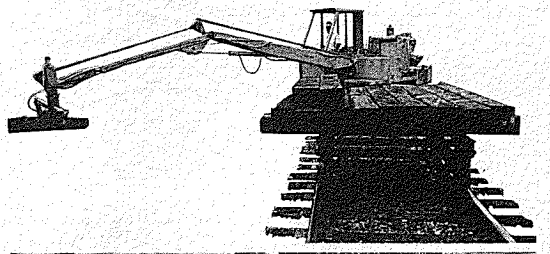
"We tell the OP&C office in San Francisco what traffic we have available at Pine Bluff for our primary westbound trains, and they tell us what trains will be operating eastbound to us. The OP&C office also lets us know what the operating situation is on other divisions so that we have a picture of the entire southern route," Reed explains.

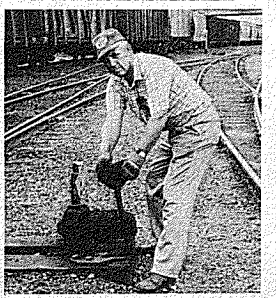
"This helps us balance power and crews and plan blocking and other factors to provide the best possible operation for the entire route from East St. Louis to Los Angeles.

"We hold a brief meeting at Pine Bluff at 7:45 a.m. to assess our own situation and, of course, we refine and update our forecast a dozen or so times a day as may be needed, contacting the OP&C office if any changes are contemplated.

"This systemwide program has been of major assistance to us," Reed feels, "in keeping the railroad fluid and providing smooth, consistent







CENTER: Special crane deposits new ties along right-of-way for tie replacement project near Brinkley, Ark. RIGHT: Roundhouse Clerk Ms. Johnnie Hallmark is part of operating team at Tyler. FAR RIGHT: Switchman R. E. Wilson helps keep the traffic rolling at Shreveport, La.

service for our customers."

Here's a brief look at the Cotton Belt's major gateways:

St. Louis, Mo.—second largest railroad center in the United States. The Cotton Belt's general traffic office is located within a block or so of the famous St. Louis Gateway Arch. Its 31-track yard, intermodal center and one-spot car repair facility are in East St. Louis, across the Mississippi River in Illinois. The SSW owns a half interest in the Alton & Southern Railway, which plays a major role in funneling traffic to it from other railroads and shippers. Among the shippers are major firms—like Anheuser-Busch, Inc., Ralston Purina and Monsanto—with national headquarters in St. Louis. The SSW also owns an interest in the Terminal Railroad Assn., which assists with the job of gathering and distributing traffic. Leaving St. Louis, Cotton Belt trains operate 124 miles over the Missouri Pacific, before reaching SSW lines at Illmo, Mo.

SP Communications Company also has two technical operations centers at St. Louis which help maintain service on SPCC's coast-to-coast system covering more than eight million circuit miles.

Memphis, Tenn.—one of the major freight consolidation points in the country. Freight arrives by truck and rail from points in the East and Southeast and is consolidated into boxcars, containers and piggyback trailers. About 80 per cent of the traffic for the BSM comes through this gateway, which will be the site of a major new Cotton Belt intermodal center in the near future.

The SWT has a truck terminal in Memphis, and the railroad has a freight office and an intermodal force there.

Several run-through trains operate through this gateway to and from the Cotton Belt. The ICG assembles other trains for the SSW in its Memphis Yard; then, after the airbrake

(Concluded on page 20)

ABOVE: SWT Driver Earl Calhoun picks up orders from Dispatcher B. H. Riley, as he heads out gate of Dallas Terminal for Jonesboro, Ark. RIGHT: Driver H. B. Warren, left, who has a 20-year accident-free record with SWT, confers with Dallas Line Haul Dispatcher Jack Castle.

Truck Service For 290 Communities

The Southwestern Transportation Company carries more than seven and a half million pounds of freight a day for customers in 290 communities in the six states served by the Cotton Belt.

The firm, which specializes in less-than-truckload (LTL) shipments, has an outstanding safety record dating back to the 1930's. Last year, SWT won first place in its category in the national fleet safety contest sponsored by the American Trucking Association, and it won a trophy for "best all-around safety performance in Texas" from the Texas Motor Transport Association. It also collected several other fleet safety awards, and its drivers earned 350 National Safety Council "Safe Driver Awards" representing 3,465 years of driving without an accident.

Organized in 1928, the SWT is the oldest truck line on the SP System and will be celebrating its 50th birthday next year. The firm operates over routes totaling about 2,900 miles with 400 highway units and 800 trailers. Last year, SWT trucks traveled about 13 million miles.

SWT's largest terminal is at Dallas, which is also headquarters for both SWT and SP Transport Company. Working together, the two truck lines provide single system service from St. Louis to Houston, east to New Orleans and west to El Paso.

Other large SWT terminals are located at Memphis, Little Rock, Shreveport and St. Louis. Its main shops are at Texarkana, Dallas and Memphis.

In addition to its LTL traffic, SWT provides pick up and delivery of piggyback and container shipments for the railroad. Intermodal traffic accounts for about 20 per cent of SWT's business.

"We're proud of the fact that we're one of the largest truck lines in the area we serve," says D. (Babe) Humphrey, SWT vice president, whose headquarters are at Dallas, "and we work hard at being the best."

69,000 Intermodal Shipments a Year

Last year nearly 69,000 intermodal shipments moved over the Cotton Belt. The railroad's principal intermodal operations are at East St. Louis, Memphis and Dallas.

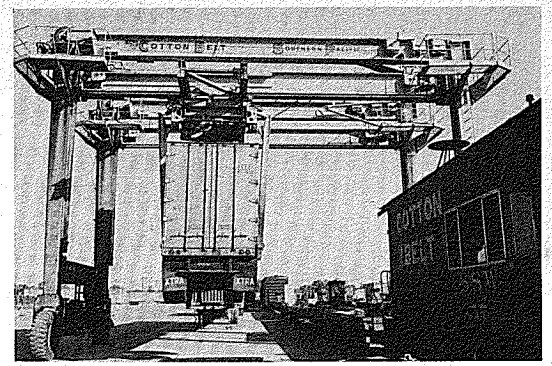
The East St. Louis intermodal center—the most modern and efficient at that important gateway—covers 30 acres and has parking space for 350 trailers or containers. About 100 cars can be spotted on its two intermodal tracks, and two Piggy Packers speed the loading and unloading of cars, which are preblocked for outbound trains. The BSM leaves directly from these tracks each night.

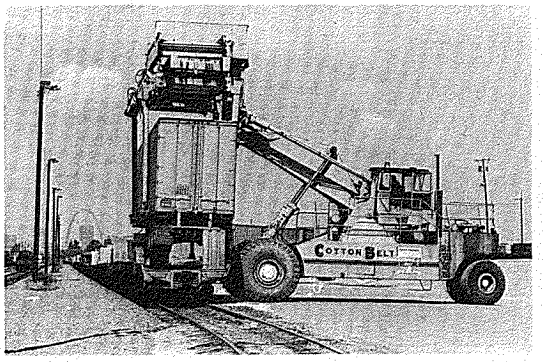
The 31-acre Dallas intermodal center has a straddle crane, parking space for 335 trailers or containers and tracks for spotting about 58 cars. This is a joint SP-SSW facility, but it is operated by Cotton Belt personnel. Intermodal traffic through the Dallas center has increased 50 per cent over the past five years.

Construction is due to start soon on a new multi-million dollar SSW intermodal center at Memphis. This 19-acre facility will have a straddle crane, parking space for 200 trailers or containers, and tracks for spotting about 50 cars. Intermodal traffic moving through the Memphis gateway and over the Cotton Belt has doubled since 1972.

W. T. Pennebaker was recently appointed manager-intermodal services for the SSW facility at Memphis. He has jurisdiction, too, over intermodal ramps at Camden, Brinkley, Pine Bluff and Texarkana, Ark., and at Shreveport, La. The Cotton Belt also has ramps at a number of other key locations.

"We're keeping up with the rapid growth of our intermodal business with excellent facilities and dedicated people," Pennebaker says, "and we're looking forward to more growth in the years ahead."■





TOP: To save time, fast merchandise freight rolls into Dallas Intermodal Center with caboose attached. Straddle crane quickly unloads trailers. ABOVE: Piggy Packer loads trailer at East St. Louis. Note Gateway Arch in distance.

HISTORIC HIGHLIGHTS OF THE COTTON BELT ROUTE

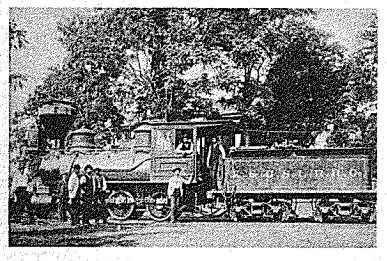
Maj. J. P. Douglas, Founder President 1877-1880

In 1871, the Texas Legislature granted to Maj. James P. Douglas the right to "locate, construct, own, operate and maintain a railroad" from Tyler, Texas, for a distance not exceeding 40 miles, to connect with another railroad.

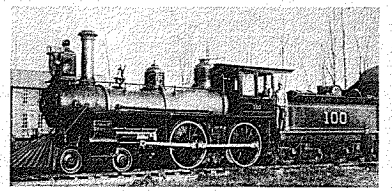
On October 1, 1877 operation began on a 21.5-mile narrow-gauge route, the Tyler Tap, between Tyler and Big Sandy, Texas. The rolling stock consisted of one locomotive, the "Governor Hubbard," one passenger car and 16 freight cars, and the passenger schedule called for one round trip each day. The Cotton Belt Route had been started. And today, in 1977, we're celebrating its one hundred years of service to the Southwest.

In a series of mergers the Tyler Tap became a part of the Texas & St. Louis Railway (1879), the St. Louis, Arkansas and Texas Railway (1886), and the St. Louis Southwestern Railway Co. (1891).

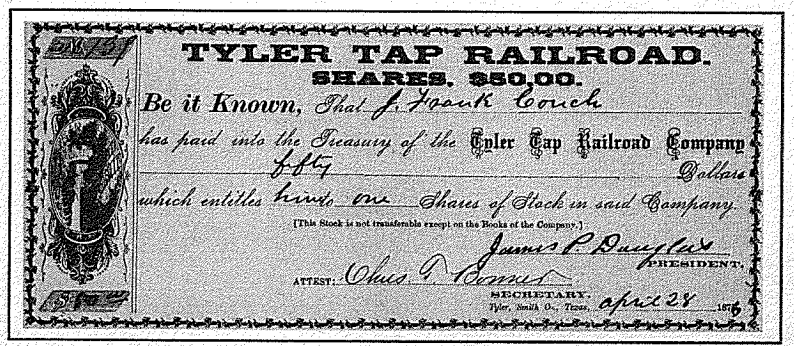
During this period the lines were extended from Gatesville, Texas, to Bird's Point, Missouri, with branches to Shreveport, Louisiana; Little Rock, Arkansas; and Fort Worth, Texas. And the entire line was converted to standard gauge track.



Wood-burning locomotive No. 4. Kansas & Gulf Short Line Railroad, now Cotton Belt's Lufkin Branch.



Coal-burning locomotive No. 100, at Jonesboro, Arkansas, on the St. Louis, Arkansas & Texas line.



TYLER TAP RAILROAD.

SHARES, $50.00.

Be it Known, That J. Frank Couch

has paid into the Treasury of the Tyler Tap Railroad Company

Fifty Dollars

which entitles him, on Shares of Stock in said Company.

[This Stock is not transferable except on the Books of the Company.]

James P. Douglas PRESIDENT.

ATTEST: Chas. D. Bonner SECRETARY.

Tyler, Smith Co., Texas. april 28 1876

Share receipt of a pioneer backer of the Tyler Tap.

Railroad and civic officials gather for the driving of a golden spike, April 6, 1888, marking the entrance of the Cotton Belt into Shreveport.

FIRST USE OF OIL FOR FUEL

The early locomotives on the Cotton Belt ran on wood, since timber was plentiful in the area. Later it was found that coal was more economical and efficient. And, in 1898, the Cotton Belt experimented with using crude oil from wells at Corsicana, Texas, to power trains between Corsicana and Hillsboro. This successful test, the first in the Southwest, foreshadowed the use of oil as fuel in all Cotton Belt locomotives.

By 1900 the Cotton Belt had established connections along the Mississippi River with the C&EI Railroad at Thebes, Illinois, making possible freight and passenger service between Chicago and the Southwest.

For five years, until a bridge was constructed, cars were ferried across the river on a paddle-wheel boat.

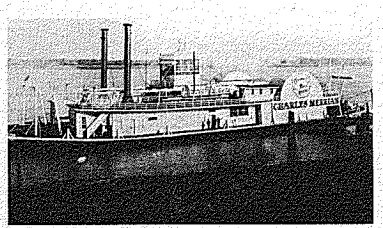
During the early 1900's the Cotton Belt, through trackage agreements, purchases and construction, extended its freight and passenger services into Memphis, St. Louis, Dallas and Lufkin, Texas.

AGRICULTURAL PIONEERING

In 1908 the Cotton Belt established a 300-acre farm laboratory in Cherokee County, Texas — the Brunswick Experimental Farm. Its first experiments led to the creation of a successful peach industry in Northeast Texas.

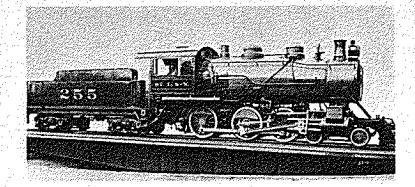
When the peach orchards were destroyed by a blight in 1914, Brunswick Farm helped the farmers convert their acreage to hardy tomatoes, a crop which is still bringing prosperity to East Texas.

Brunswick Farm also improved breeding of livestock and poultry, encouraged modern diversified farming, and pioneered in the dehydration of fruits and beans, as well as tree farming to encourage the production of valuable timber.



The CHARLES MERRIAM had a capacity of ten railroad cars, and frequently hauled as many as 200 cars a day.

This special Cotton Belt farm demonstration car, carrying livestock and agricultural products, toured the line in 1914-15 and was visited by over 90,000 people.



This 10-wheel Baldwin was a workhorse on the Cotton Belt for over 35 years.

Early in 1917 the U.S. Public Health Service enlisted the aid of the Cotton Belt line to control malaria in the Mississippi delta. The railroad set up an elaborate program, including a traveling railway exhibit, lectures and school visits. Quinine was distributed to everyone. Swamps were drained, ponds were stocked with top-water fish, and oil was sprayed in ditches. The success of the program may be judged from company hospital records — among railway employees alone, incidence of malaria dropped 96%.

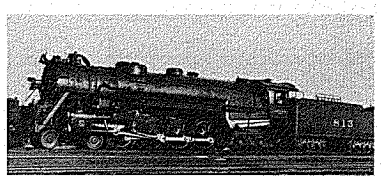
Late in 1917 all U.S. railroads were put under federal control, to handle wartime transportation needs, and were not returned to private management until 1920.

TRUCKS AND BUSES ENTER THE PICTURE

The improvement of hard roads throughout the Southwest prompted the Cotton Belt to establish the subsidiary Southwestern Transportation Company, offering freight and passenger service over the highways adjacent to its railroad lines. Founded in 1928, this line was one of the pioneers in the coordination of train-truck service, and is still an integral part of the Cotton Belt System.

Buses like this were operated until 1933 when the franchise was transferred to the Southwestern Greyhound Lines, Inc.

In 1931 the Cotton Belt introduced the "Blue Streak," a fast merchandise train between St. Louis and Pine Bluff, Arkansas, offering 24-hour delivery to all Cotton Belt points and connecting lines. Over the years it came to be regarded as "the world's fastest freight train," and today, in connection with the Southern Pacific, the "BSM" (Blue Streak Merchandise) provides 50½-hour service from East St. Louis to Los Angeles.



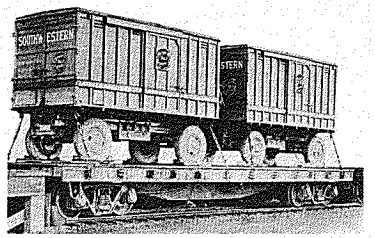
A powerful 4-8-4 type oil-burning locomotive of the type used on the Cotton Belt in the 30's and 40's.

In April, 1932, the Southern Pacific Railroad acquired control of the Cotton Belt Route, cementing a close working relationship which had been established in 1919. But three years later, in the depths of the depression, the Cotton Belt, along with other railroads, was forced into bankruptcy. The railroad was placed and remained in trusteeship until 1947, at which time it repaid its creditors in full and returned the property intact to its stockholders.

CONVERSION TO DIESEL POWER

In 1942 three 1000 hp diesel switchers were purchased, and proved so efficient that by 1953 the road was fully dieselized, and all steam power had been disposed of or leased. The Cotton Belt established a diesel locomotive shop at Pine Bluff, Arkansas, where a complete repair service still is maintained today.

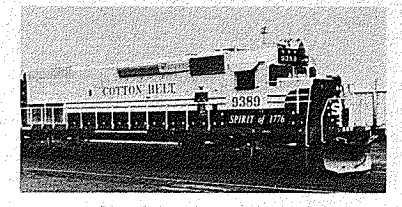
In 1954 the Cotton Belt, in cooperation with the Southwestern Transportation Company, its highway carrier subsidiary, inaugurated a piggyback service, in which truck trailers were carried by rail on flatcars. Piggyback service has grown in popularity and importance through the years as it combines the flexibility of truck service with the greater efficiency and fuel saving ability of rail service.



Cotton Belt experimented with piggyback service as early as 1930, using its SWT truck trailers.

In 1957 the Cotton Belt completed its Centralized Traffic Control System, which had been started in 1941. This system of electronic signals enables dispatchers to direct and follow the movements and to know the exact locations of all trains on the 750-mile main line between St. Louis and Corsicana, Texas.

And in 1959 the railroad completed its $5.5 million electronic classification yard at Pine Bluff, Arkansas, a marvel of technical efficiency in classification of freight cars.



To mark the nation's Bicentennial celebration, this red, white and blue Cotton Belt diesel "showed its colors" all during 1976.

Today the Cotton Belt Route has grown from the little Tyler Tap to become a vital 1500-mile segment of a great and efficient transcontinental transportation system. Today the St. Louis Southwestern Railway Co. (as it is formally known) is performing its complex job faster and better than ever before in its hundred-year history, as a fully contributing partner in and beneficiary of the nation's greatest transportation service, the modern Southern Pacific.

A modern Cotton Belt diesel freight train delivers the goods.

Promotions and Changes

W. J. JONES

H. B. BERKSHIRE

R. D. KREBS

J. M. SMITH

J. W. ZWICK

T. A. TENNYSON

Jack Jones Retires; Berkshire Succeeds

W. J. (Jack) Jones, chief engineer-system, retires October 31 at San Francisco, after more than 40 years with SP.

Succeeding him as head of the Engineering Dept. is Harry Berkshire, who has been named asst. vice president-Maintenance of Way and Engineering.

Jones, a native of San Antonio, joined SP as a rodman at El Paso in 1936 and advanced steadily through various Engineering Dept. positions.

He was promoted to asst. engineer, maintenance of way and structures at San Francisco in 1953, and to engineer, MofW&S-system eight years later, the position he held until being named chief engineer in 1975.

Berkshire joined SP at San Francisco as asst. chief engineer earlier this year, after serving as vice president-engineering for the Boston and Maine Corporation, with headquarters in Boston.

He began his railroad career with the New York Central in 1949 and served as engineer of track-system for the Penn Central, before joining the B&M in 1971.

R. D. Krebs Promoted

Robert D. Krebs has been appointed assistant to the president of Southern Pacific Transportation Company.

A native of Sacramento, Krebs joined SP in San Francisco in 1966, and later held various operating jobs in California and Oregon and on the Cotton Belt.

In 1971 he was named superintendent of the Cotton Belt at Pine Bluff, Ark., and in 1974 was named asst. general manager for SP and the Cotton Belt at Houston. Two years later, he returned to San Francisco as asst. vice president—operations.

A graduate of Stanford University, Krebs also has a master's degree in business administration from Harvard.

New Post for Ermedes

Lucas Ermedes, asst. manager, operating data systems, Management Services, has been appointed manager, freight car control, Transportation Dept., San Francisco.

LUCAS ERMEDES

Ermedes joined the Company in 1944 at Gila Bend, Ariz. After holding various posts on the Tucson and Los Angeles Divisions, he was named asst. terminal agent at Los Angeles in 1959 and station supervisor on the Oregon Division in 1963.

He joined the TOPS Project at San Francisco in 1965 and was in charge of TOPS procedures and implementation. He was named asst. manager, operating data systems in 1969.

Smith Advances

John MacDonald Smith has been appointed senior general attorney in the SP Law Department at San Francisco.

He joined the Company as an attorney in 1954, after earning a law degree at the University of California's Boalt Hall in Berkeley.

He was named a general attorney for PMT in 1961 and for SP in 1964. He has completed the Harvard Advanced Management Program and the Stanford Transportation Management Program.

Hurst Retires

Donald J. Hurst, manager of equipment for Pacific Motor Trucking Company at San Francisco, has retired after a 34-year career with the SP truck line.

Hurst joined PMT as a mechanic at Tucson in 1943. He was named asst. manager of equipment at San Francisco in 1950 and manager in 1965.

Succeeding him is Paul V. Garin III, who joined PMT as asst. manager of equipment in 1974 after service as a captain in the U.S. Army Ordnance Corps. He is a graduate of the University of California at Davis.

Byrne Moves Up

Robert Byrne has been named senior assistant chief mechanical officer at San Francisco.

R. BYRNE

A graduate of Lehigh University, Byrne has a master's degree in chemical engineering from Northwestern University. He began his railroad career in 1953 with the Assn. of American Railroads in Chicago as a chemical engineer.

He was named director of mechanical research for the AAR in 1964, and in 1972 joined Southern Pacific at San Francisco as manager of research.

Ehri Promoted

W. W. Ehri has been appointed asst. to the president, SP Land Co., San Francisco.

Ehri, who has a B.A. from the University of Washington and an M.B.A. from the University of California at Berkeley, joined the Management Development Program in 1963.

Ater holding various management positions in Systems Research, he joined SP Land Co. in 1970 as coordinator of land development. Three years later, he was named manager of finance and administration for the SP affiliate.

Tennyson Steps Down

T. A. Tennyson, asst. manager engineering-technical in the Mechanical Dept. at San Francisco, has retired after a 36-year SP career.

Tennyson, a graduate of the University of Arkansas, has an M.S. degree in chemistry and physics from Louisiana State University. He joined the Cotton Belt in 1941, moving up through various positions to become engineer of tests at Pine Bluff in 1957. He was named special assistant at San Francisco in 1965 and to his present position in 1972.

He is president of the Locomotive Maintenance Officers Association.

Zwick Ends Career

J. W. (Jack) Zwick, water & fuel engineer at San Francisco, has retired after a 39-year SP career.

Zwick joined the Company as a junior engineer inspector at Portland in 1939 and moved up through various Engineering Dept. positions. He was named asst. water & fuel engineer at San Francisco in 1944 and to his present post in 1960.

He has a mechanical engineering degree from Oregon State University and is a registered professional engineer in California and Oregon.

Oscar A. Smith Dies

Oscar A. Smith, 91, who was president of the Pacific Electric Railway (now part of SP) from 1934 until his retirement in 1955, died at his home in Corona del Mar, Calif., Aug. 21.

Railroads haul 36.8 per cent of all intercity freight—nearly as much as motor carriers, water carriers and airlines combined.

PFE to be Divided

SP Transportation Company and Union Pacific Railroad have announced plans to split up the assets and operations of Pacific Fruit Express Company, their co-owned refrigerator car line, into two separately operated car-line subsidiaries.

Division of the present operation will be on a geographical basis, with each of the two car lines continuing the same kind of business operations presently conducted. The split-up is expected to take place on or about January 1, 1978.

Pacific Fruit Express will be retained as the name of the Southern Pacific subsidiary, with major operations along SP lines in California, Arizona, Oregon and Texas.

Union Pacific Fruit Express will be the name of the new subsidiary operating the refrigerator car service along UP lines.

PFE's 1,500 employes will continue to hold seniority in PFE or UPFE in their respective territories, the railroads said.

The joint Southern Pacific-Union Pacific announcement said the new arrangement will permit more efficient co-ordination of refrigerator car services with train operations and traffic solicitation programs of the individual railroads.

The closer identification with each railroad's own perishable traffic originations and markets should help each compete more aggressively with trucks for the fresh and frozen fruit and vegetable business, according to rail officials.

The regulated railroads are facing very serious and growing competition for agricultural commodities from unregulated truckers, the railroads pointed out, and the new arrangement is expected to improve the management of rail refrigerator services, and make them more useful and efficient.

Pacific Fruit Express was formed in 1906 by the two railroads, and became the nation's largest refrigerator car line and a major factor in the agricultural growth of the western states which SP and UP serve. It operates about 11,500 refrigerator cars.

PFE's equipment fleet, assets and liabilities will be divided on a 50-50 basis between the SP and UP successor car lines.

Worthy of Note

W. H. Pfeiffer, senior clerk-traffic, General Traffic Office, Cotton Belt, St. Louis, was honored at a recent "Recognition Dinner" for his more than 25 years of service to various YMCA branches, and in particular for promoting "Y" athletic programs.

Paul A. Geiger, PMT driver, Portland, won 3rd place in the three-axle division in the Oregon Trucking Assn.'s annual roadeo. Geiger has also served as a Junior Achievement advisor since 1970.

The Modern Cotton Belt (Concluded)

test has been made, a Cotton Belt crew takes over. The Cotton Belt has a joint trackage agreement with the Rock Island between Memphis and Brinkley, Ark., where trains reach the SSW's main line.

Shreveport, La.—an important interchange point with Southern Pacific and three other railroads. There is a joint SP-SSW yard at Shreveport which gathers traffic from connecting lines and adds it to trains headed for Pine Bluff, Houston and Beaumont. About 10 trains a day move to and through this gateway—a vital link in the movement of the chemical products of the Gulf Coast.

Dallas-Ft. Worth—a key distribution, industrial and interchange center. A 20-track joint SP-SSW yard at Dallas handles about 10 trains a day and interchanges with seven different railroads. The Cotton Belt also has a yard at Ft. Worth. A substantial amount of SSW traffic terminates in the densely populated, heavily industrialized Dallas-Ft. Worth area. Also located in Dallas are SWT's largest truck terminal and a busy SP-SSW intermodal center.

Front Page Stories

The Cotton Belt's centennial received extensive media coverage, including front page salutes from the Pine Bluff *Commercial* and the Tyler *Courier-Times-Telegraph*, which is celebrating its own 100th anniversary this year.

The *Courier-Times-Telegraph*, under the direction of General Manager Calvin Clyde, published a 16-page special section covering the parallel development of the railroad and the newspaper, making 3,000 copies of this attractive edition available without cost to all Cotton Belt employes in Tyler and Pine Bluff.

Corsicana—the principal connection with Southern Pacific for transcontinental and West Coast traffic, averaging about 12 trains a day.

Historic Headquarters

For many years, the headquarters of the SSW were at Tyler, Texas, where the first element of what is now the Cotton Belt was completed in 1877. The focus of the railroad has shifted over the years, as the Cotton Belt has become more and more fully integrated as a vital part of SP's great transcontinental transportation system. The operations center of the railroad is now at Pine Bluff, its general traffic office is in St. Louis, and its senior officers are in San Francisco. Fast, modern communications make this arrangement a very workable one indeed. But there are still about 150 SSW employes in various departments in the Tyler General Office. The railroad has a 16-track yard in Tyler which processes about 12 trains a day, including some of the Cotton Belt's fastest freights.

Industrial Development

Over the past 10 years, SP-SSW industrial development efforts have resulted in the location of 676 carload shipping industries along the Cotton Belt's main line.

The SSW has also established a number of industrial parks at various points along its lines in recent years.

These parks have made more than 2,700 acres of prime land available to business and industry, and the railroad owns another 3,000 acres suitable for development. It also serves numerous industrial parks owned by other developers.

The Southern Pacific Industrial Development Company has an office in Dallas, headed by District Manager T. N. Searcy. He directs industrial development efforts on the Cotton Belt and SP in northern Texas and Louisiana.

"Our industrial development people, real estate experts and land planners stand ready at all times to help commercial and industrial prospects find just the right locations for new facilities in the area we serve," Searcy says.

Appointments

ENGINEERING AND RESEARCH: R. T. Gill, to assistant manager of research, San Francisco.

COMMUNICATIONS: T. W. McCarthy, to communications engineer-general; E. C. Koops, to assistant communications equipment engineer; Mrs. R. A. Cherbonnier, to chief telephone operator, all at San Francisco; Mrs. E. W. Dixon, to chief telephone operator, Houston.

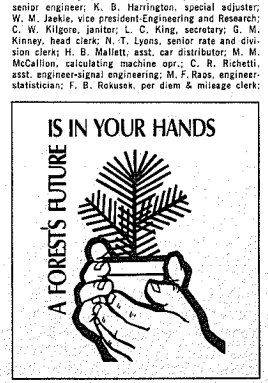
OPERATING DEPARTMENT: E. S. Johnson, to assistant terminal superintendent; L. M. Lawson, to operations assistant to superintendent; G. H. Ellinger, to assistant trainmaster; C. J. Otwell, to general yardmaster, all at Oakland; D. E. Torrey, to assistant terminal superintendent; J. D. Slade, to road foreman of engines, both at El Paso; Gary E. Boswell, to senior assistant manager-budget bureau, San Francisco; H. R. Kaveny, to trainmaster, Albany; H. C. Ballance, to assistant terminal superintendent, Los Angeles; M. J. Maben, to road foreman of engines, West Colton; A. E. Bedner, to trainmaster, Victoria; R. A. Baker, to road foreman of engines, San Jose; F. A. Meyers, to assistant manager-engine service training; R. S. Baker and C. E. Wherry, both to supervisors of training, all at Cerritos; R. C. Bruce, to route manager; A. L. Tebola, Jr., to power supervisor, both of operations planning and control, San Francisco; R. S. Hatfield, to assistant terminal superintendent, Sacramento; R. L. Stubbs, to assistant terminal superintendent, Roseville.

TRAFFIC DEPARTMENT: A. Altuna, to sales representative, Los Angeles; J. R. Vander Bleam, to sales representative, Chicago; C. R. Wong, to sales representative, San Francisco; C. G. Boyvin, to sales representative, Sacramento; Paul Gordon, to sales representative, Milwaukee; G. K. Herath, to sales representative, Washington, D.C.; R. C. Hartley, to sales representative, Oakland; T. J. Shea, to chief clerk, Eugene.

TRANSPORTATION DEPARTMENT: D. J. Blake, to supervisor of car service, San Francisco; A. R. C. Weigelt, to supervisor of car service, Houston.

Retirements

GENERAL OFFICE, SAN FRANCISCO: C. A. Ball, asst. vice president—Operations, Labor Relations; M. M. Bippert, senior bookkeeper; R. F. Botsford, senior auditor; G. R. Cason, special investigator; M. I. Cervelli, control clerk; D. D. Dolg, asst. supervisor-DP&LS; Mrs. L. G. Dyer, chief telephone opr.; D. M. Eck, senior engineer; K. B. Harrington, special adjuster; W. M. Jaekle, vice president-Engineering and Research; C. W. Kilgore, janitor; L. C. King, secretary; G. M. Kinney, head clerk; N. T. Lyons, senior rate and division clerk; H. B. Mallett, asst. car distributor; M. M. McCallion, calculating machine opr.; C. R. Richetti, asst. engineer-signal engineering; M. F. Raos, engineer-statistician; F. B. Rokusek, per diem & mileage clerk;



P. S. Shiriloh, senior rate & division clerk; T. A. Tennyson, asst. manager-Engineering-Technical; E. N. Thomas, secretary; B. Wright, timekeeper; J. W. Zwick, water & fuel engineer.

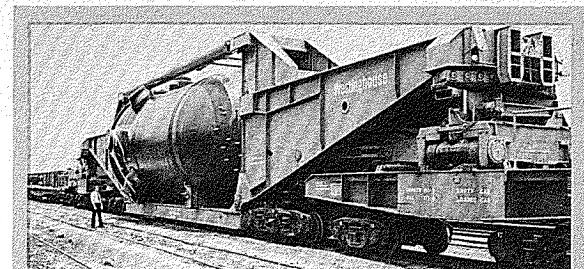
HOUSTON DIVISION AND REPAIR PLANTS: F. Atkinson, asst. chief clerk; E. Boyce, car inspector; E. Boykins, laborer; D. R. Brashear, foreman; J. F. Brocken, welder; O. Brown, fork lift opr.; J. L. Burns, condr.; B. B. Clark, clerk; K. P. Cosper, general atty.; L. Darnell, L. Delagarza and P. H. Dugas, laborers; T. K. Dietrich, agent-telegrapher; P. M. DiTrapani, clerk; H. Dotson, carpenter; A. G. Fleissner, foreman; L. A. Forrest, brakeman; M. S. Franks, statistician; J. J. Foyt, D. V. Glass and R. E. Harper, foremen; F. E. Gunter, locomotive engr.; R. C. Hartman, brakeman; T. I. Herridge and J. J. Johnson, clerks; W. L. Jackson, hostler; E. Jones, machinist; R. Jones, machinist helper; R. J. Jordan, laborer; E. Knighten, asst. foreman; C. A. Larson, locomotive engr.; J. C. O'Leary, machinist; H. N. Stacy, foreman; V. J. Stavinoha, car inspector; A. E. Taylor, telegrapher-towerman; R. C. Taylor, brakeman; E. F. Trevino, welder; W. L. Vanwinkle, mechanic; C. D. Williams, locomotive engr.; O. O. Williams and J. C. York, switchmen.

LAFAYETTE DIVISION: C. Aspelund, electrical instructor; R. D. Bourg, condr.; E. J. Champagne, welder; G. Connolly, foreman; E. D. Denton, switchman; J. J. Fournier and J. L. Holcomb, locomotive engrs.; P. N. Gotch, laborer; J. L. Kempf, terminal agent; D. O. Lacey, foreman; W. H. Mellen, car inspector; R. R. Sauers and V. J. Tantillo, conductors; J. W. Touchton, roadmaster; D. Trahan, bridge tender; L. O. Webb, car inspector; E. G. Wilson, switchman.

LOS ANGELES DIVISION AND REPAIR PLANTS: F. L. Allard and A. A. Allen, locomotive engrs.; D. F. Alletto, carman; A. G. Andrews and L. Apodaca, locomotive supplymen; R. D. Asher, switchman; V. E. Bennett, mechanic; E. E. Bishop and J. K. Breen, locomotive engrs.; H. R. Bowles and A. W. Butler, conductors; C. R. Braman, investigator; T. C. Bridges, water & fuel supvr.; S. E. Burkick, clerk; I. Campbell, truck opr.; T. G. Chapman, locomotive engr.; L. A. Chavira, boilermaker; R. D. Clarry, towerman; W. A. Cloutier, machinist; F. Cole, laborer; H. M. Cox, signal maintainer; J. P. Cranford, locomotive engr.; E. C. Crunk, switchman; D. L. Culbertson, manager-Engine Service Training Center; B. U. Doty, clerk; W. D. Ellis, janitor; F. G. Fallon, chief clerk; J. T. Farmer, fuel oil attendant; L. G. Flores, clerk; R. Flores, carman; J. E. Fraser, chief timekeeper; R. O. Gameros, laborer; J. Garbo, sheetmetal worker; E. R. Garner, machinist; P. A. Gil, clerk; R. W. Gillow, foreman; L. G. Gonzales, and C. P. Gustafson, car inspectors; J. C. Goodell, locomotive engr.; W. W. Haack and R. H. Hughes, machinists; F. D. Hendricks, switchman; J. H. Howell, condr.; L. E. Hudspeht, carman; O. E. Hunt and J. T. Johnson, locomotive engrs.; J. R. Johnson, switchman; C. J. Jones, signalman; A. S. Juarez, foreman; H. R. Lackey, head clerk; R. T. Landrum, brakeman; F. E. LeVezu, foreman; M. B. Lewis, condr.; W. C. Long, clerk; J. F. Lopez and B. R. Luna, laborers; L. J. Lowndes, asst. chief clerk; D. E. Lucas and P. Macias, foremen; G. A. McCall, clerk; W. T. McCollom, shovel engr.; N. L. McGaughey, machinist; L. L. McGinnis, car inspector; D. C. McLellan, clerk-cashier; F. H. Miller, locomotive engr.; F. J. Miller, foreman; R. Morgan, truck driver; J. J. Murphy, condr.; G. G. Nava and T. F. Nielsen, machinists; M. K. Ness, locomotive engr.; A. J. Neville, asst. engr.; E. C. Obering, locomotive engr.; R. E. Ostendorf and W. B. Peters, conductors; K. O. Patterson, foreman.

OREGON DIVISION: D. Aguilera, foreman; N. V. Baker, chief clerk; J. T. Beckham and R. D. Benson, locomotive engrs.; C. C. Bolton, machinist; P. A. Brabham, senior clerk; M. E. Casale, dispatcher; J. G. Cheney, condr.; R. F. Charlet, equipment installer; W. Cross, wire chief; A. F. Custer, stockman; H. C. Douglas, yardmaster; J. W. Espinosa, laborer; S. E. Evenson and R. L. Firebaugh, foremen; R. L. Fogel and V. J. Graf, locomotive engrs.; A. L. Hall, clerk; E. E. Hemenway, brakeman; E. A. Herendeen, car inspector; W. L. Hughes, tractor opr.; C. B. Jackson, yardmaster; D. D. Jordan, pipefitter; R. W. Klanecky, boilermaker; E. F. Knapp, car inspector; R. B. Law and W. P. Lightfoot, locomotive engrs.; A. M. Lillard, fuel oil attendant; R. K. Little, yardmaster; W. E. Marling, condr.; K. McFarling, asst. engr.; L. B. Meakins, signal maintainer; R. W. Mulkey, machinist; W. Newton and F. A. Oman, locomotive engrs.; F. J. Pelter, fireman; G. F. Peterson, welder; W. J. Pinegar, claims inspector; J. W. Power, clerk; E. Robbins, blacksmith; D. E. Redson, clerk; R. J. Scruggs, condr.; R. H. Slack, brakeman; T. V. Vergonet, foreman; K. E. Walgraeve, car inspector; D. E. Walker, machinist; H. H. Walsh, asst. engr.; W. A. Warner, switchman; A. R. Whetstone, locomotive engr.; R. L. Woodring, carman; H. B. Yokley, conductor.

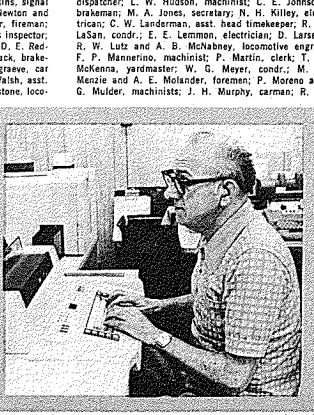
SACRAMENTO DIVISION AND REPAIR PLANTS: W. I. Angus, carman; P. E. Baker, general foreman; H. P. Barajas, engine washer; G. A. Barnes, chief clerk; O. G. Barnes, condr.; E. C. Bell, laborer; H. L. Blake, asst. supt.-Safety; C. J. Bohn, foreman; L. D. Bowler, locomotive engr.; F. R. Brewer, condr.; R. S. Bunting, asst. terminal supt.; H. L. Burdan, painter helper; E. E. Button, carman; J. L. Buthmann and V. R. Buthmann, crew dispatchers; J. G. Campos, stockman; R. D. Collins, sergeant; G. J. Coon, mechanic; L. D. Cottam, condr.; L. Cotton, laborer; E. L. Cox, painter; W. T. Cox, blacksmith; I. J. Conway, D. C. Cunningham and E. T. Dexter, locomotive engrs.; L. J. Derheim, stockman; M. C. DeRiso, carman; R. M. Deutsch, sheetmetal worker; I. M. Dixon, machinist; J. Dixon, supplyman; D. Domich, carman; D. W. Drysdale, boilermaker; J. T. Durham, pipefitter, J. K. Edwards, regional mgr.-Mechanical; M. J. Fedor and A. S. Freeman, carman; V. M. Fisher, dispatcher; C. B. Freeman and A. A. Godines, machinists; N. B. Gordon, foreman; L. G. Hall, condr.; B. P. Hall, asst. head timekeeper; W. F. Harms, sheetmetal worker; U. Higley, signal maintainer; W. W. Houser, asst. chief dispatcher; L. W. Hudson, machinist; C. E. Johnson, brakeman; M. A. Jones, secretary; N. H. Killey, electrican; C. W. Landerman, asst. head timekeeper; R. A. LaSam, condr.; E. E. Lemmon, electrician; D. Larsen, R. W. Lutz and A. B. McNabney, locomotive engrs.; F. P. Mannerino, machinist; P. Martin, clerk; T. F. McKenna, yardmaster; W. G. Meyer, condr.; M. F. Menzie and A. E. Molander, foremen; P. Moreno and G. Mulder, machinists; J. H. Murphy, carman; R. C.



Huge Load Sets New SP Record

This nuclear reactor housing, loaded aboard a special 22-axle car, is the widest load ever handled by SP and one of the heaviest ever moved by rail. Shipped by barge from Chattanooga, Tenn., to Houston, it was transported by SP and four other railroads to a new nuclear generating plant at Tolar, southwest of Ft. Worth. Weighing over 1.3 million pounds, the load was 22 feet, 3 inches wide and almost 22 feet above top of rail.

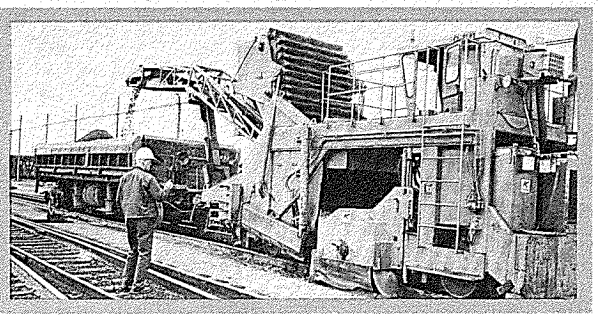
Nearly 60 Years Of SP Service



Seymour Lipschultz, car clerk on the Los Angeles Division, retired recently at Alhambra, Calif., after 59 years and six months of Southern Pacific service. Lipschultz, who started with the old Pacific Electric in 1918, was born in 1897. He was No. 1 in the clerk's seniority roster.

Machines Help Improve Footing

Southern Pacific owns several giant machines like this one. Called yard cleaners, they are used to improve the footing conditions in yards by picking up accumulated debris. This unit had virtually completed its work at Eugene Yard when the photo was taken. Shown giving a signal to the operator is Section Foreman Harry McKinney.



Newton, sheetmetal worker; M. E. Olsen, brakeman; J. G. Otero, laborer; S. H. Peters, locomotive engr.; A. C. Phelps, clerk; M. P. Kuezada, laborer; D. A. Revering, switchman; J. A. Roberts, stockman; H. H. Robinson, foreman; J. B. Rogers, asst. chief dispatcher; V. L. Ross, clerk; N. J. Rumsey, track supvr.; P. G. Ruzir, machinist; J. F. Schumacher, foreman; B. Sanderson, lineman; M. E. Seipel, laborer; H. B. Sheehan, foreman; P. G. Smith and A. M. Souza, machinists; B. N. Sparling, electrician; C. S. Sperry, dispatcher; D. F. Spurgeon, head clerk; T. Steenburgen, switchman; W. S. Stewart, car inspector; L. D. Stockton, condr.; R. B. Swanson, foreman; J. Tellez, machinist; G. E. Tomczak, carpenter; W. I. Troutman, mail handler; J. H. Underwood, supvr. quality control; J. W. VanBuskirk, sheetmetal worker; R. G. Vaughn, locomotive engr.; V. D. Vawter, asst. chief clerk; C. E. Vestal and G. Williams, laborers; R. E. Walts and I. O. Woodward, locomotive engrs.; J. A. Whetton, machinist.

SAN ANTONIO DIVISION: O. Bedford, porter; A. A. Brown, switchman; V. R. Blakley and R. R. Costlow, locomotive engrs.; W. L. Denson, car inspector; R. M. Deloach, A. C. Garner and V. A. Jacobs, conductors ; E. I. Garrison, foreman; C. E. Madrigalez, carpenter; J. L. McMahon, condr.; J. E. Moore, locomotive engr.; M. Martinez and E. Nutall, laborers; A. M. Sanchez, foreman; R. L. Smith, coach cleaner; V. A. Swan, machinist; R. Tanner, yardmaster; R. H. Thrasher, clerk; A. Q. Williams, conductor.

SAN JOAQUIN DIVISION: L. H. Pettit, lineman.

TUCSON DIVISION: E. A. Arvizu, supplyman; S. Baicuri, laborer; H. G. Baird, agent-telegrapher; J. Barrios, clerk; C. A. Boyd, condr.; T. B. Breidegan, agent-wire chief; W. S. Brightwell, carpenter helper; D. J. Carr, locomotive engr.; J. G. Carrillo, car inspector; V. A. Chacon, carman; W. L. Chalmers, condr.; D. L. Deay, yardmaster; H. Dowden, foreman; L. M. Garcia, car inspector; A. E. Harwell, lineman; R. G. Howard, switchman; W. H. Hubble, brakeman; L. James, laborer; E. Jurez, truck driver; L. Juarez, car inspector; E. C. Kahler, foreman; I. F. Kelter, brakeman; J. R. Kerby, condr.; M. A. Levengood, clerk; F. Lopez, foreman; M. O. Lee, H. L. Leoni, F. W. Meadows and R. R. Moore, locomotive engrs.; C. R. McClellan, mechanic; H. C. Niccolls, chief clerk; D. E. Parker, condr.; T. W. Perkins, investigator; R. F. Price, brakeman; A. O. Porter and M. J. Richardson, clerks; J. E. Reed and A. W. Richards, mechanics; A. A. Sanders, locomotive engr.; J. Schaumloffel, foreman; P. F. Segastian, switchman; H. A. Slack and S. R. Stewart, conductors; E. Smith, laborer; E. O. Soltau, asst. chief clerk; E. L. Thompson, locomotive engr.; C. W. Wansley and C. L. Wright, conductors; K. A. West, telegrapher; C. S. Whitten, machine opr.; E. L. Williams, asst. head clerk.

WESTERN DIVISION: J. K. Abe, laborer; F. H. Ananos, foreman; J. N. Angelo, clerk; N. J. Angelo, stockman; E. P. Apodaca, truck driver; J. H. Bettencourt, machinist; R. F. Bradford and L. M. Bredstrand, foremen; E. O. Brand, yardmaster; R. Butler, truck opr.; B. C. Blum, S. M. Chandler and C. E. Chubbuck, conductors; A. C. Chance, carpenter; L. H. Cooke, lead carpenter; A. Cormier, car inspector; A. E. Crowell, foreman; W. Dedek, mechanic; J. R. Douglas, lounge car attendant; J. F. Duarte, pipefitter; W. H. Fredenberg, machinist; R. C. Elliott and O. O. Gilbert, conductors; O. W. Goolsby, scale inspector; R. D. Gould, locomotive engr.; J. A. Gray, C. C. Henderson and H. B. Hilton, yardmasters; J. S. Harding, chair car porter, Amtrak; J. D. Hamilton, foreman; M. R. Hakeh, switchman; J. A. Hurley, clerk, C. R. Johnson, machinist;; D. L. Jones, L. C. Jennings and W. J. Kendall, foremen; J. J. Keller, switchman; G. I. Lalande, electrician; M. J. Lasich, clerk; G. L. Lewis, carman; S. R. Layton and P. O. McWilliams, switchmen; P. M. Maldonado, laborer; C. O. Miranda, machine opr.; D. E. Montensen, mechanic; W. R. Millard, K. E. Nichols and W. E. Osborne, locomotive engrs.; A. F. Orlando, helper; A. P. Palaky and L. L. Pettis, switchmen; A. A. Pegueros, car inspector; E. T. Peters, agent; D. M. Prefontaine, agent-telegrapher; W. J. Potthoff, locomotive engr.; C. Pritchard, supplyman; R. A. Pritchard, machinist; K. L. Rickman, condr.; I. T. Robinson, foreman; U. Rodriguez, grinder helper; L. F. Shipp, signal maintainer; R. O. Sibley, clerk; N. P. Speirs, switchman; F. B. Standridge, carman; J. N. Stephens, foreman; R. L. Stevenson and G. R. Stockton, conductors; J. E. Sweat, signalman; J. Turner, asst. electrical supvr. R. G. Umbertis, L. J. Weese, E. R. Williams, G. W. Womack and J. A. Wood, locomotive engrs.; N. K. Wonacott, pipefitter; J. V. Valle, machine opr.; H. R. Young, electrician; E. Zacher, conductor.

NORTHWESTERN PACIFIC: C. D. Boyd, locomotive engr.; A. P. Breeden and L. E. Dewitt, brakeman; A. A. Etherington, condr.; A. Gray, machine opr.; C. R. Hernandez, laborer; C. L. Wilson, helper.

ST. LOUIS SOUTHWESTERN RY.: J. W. Ashcraft, carman; W. C. Baker and P. H. Beck, clerks; W. R. Boone, asst. to mgr.-Accounting; F. A. Brule, locomotive engr.; H. Cole, roadmaster; M. E. Creekmore, foreman; J. S. Crow, welder; F. B. Drummond, machine opr.; B. A. Dambach, D. E. Efurd and E. D. Ellison, carmen; L. W. Falls, brakeman; H. H. Franklin, slowman; D. Green, yardmaster; J. R. Henard, carman; H. L. Houck, car foreman; J. T. Hughes, mechanic; H. J. Kalkbrenner, machinist; F. Kimble, truck opr.; E. W. Keith and R. L. Lenox, conductors; H. E. Malone, signal maintainer; W. M. Mayville, drawbridge tender; R. L. McClung, clerk; P. E. Monroe, auto gage opr.; J. E. Nickens, cashier; C. D. Nowell, helper; C. F. Preston, brakeman; J. J. Puckett, laborer; C. R. Rodieck, mechanic; R. B. Simmons, lineman; R. J. Stipp, rodman; J. A. Stewart, J. W. Stuart and J. D. True, conductors; C. G. Tanner, clerk; B. F. Warden, locomotive engr.; K. W. Wooley, yardmaster; B. L. Wyatt, foreman.

OTHERS: E. R. Brightman, terminal mgr.-New Orleans; P. O. Stewart, terminal mgr.-Austin and V. E. Walker, asst. supvr., all with SPTeff&L; D. A. Grantham, clerk, SD&AE; F. R. Hinton, right of way agent, SPPL, Los Angeles; A. Lake, mail & baggage handler, LAUPT; J. M. Masuralla, asst. line dispatcher, PMT, Los Angeles; W. A. McMichael, term. mgr.; SWT, Shreveport; J. J. Rongoe, district sales mgr., New York; D. H. Schneeloch, asst. transfer agt., New York; E. G. Thomas, train service rep., Amtrak; Gordon Green, district sales mgr., Memphis.

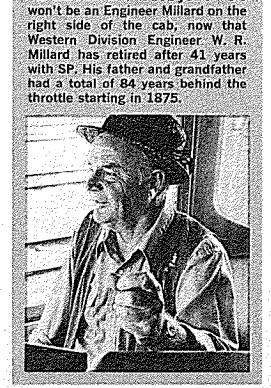
Our apologies to the following recent retirees who were inadvertently listed under "Deaths" in the August-September Bulletin:

VARIOUS SUBSIDIARIES: A. T. Benson, agent, SD&AE; R. W. Cogan, brakeman, NWP; W. Hatfield, laborer, NWP; W. F. Horstman, mgr. logging & operations; SPLC, Redding; D. J. Hurst, mgr. of equipment, PMT; R. Romero, rate clerk, SD&AE; V. E. Walker, asst. supvr., line operations, SPTeff&L, Dallas.

ST. LOUIS SOUTHWESTERN RY.: R. R. Beasley, painter; F. A. Bowen, clerk; E. Garner, condr.; J. R. Henard, carman; O. R. Loving, yardmaster; D. M. Massanelli, switchman; R. Miller, machine opr.; J. C. Morgan, bridgeman; C. Rice, crane opr.; M. T. Rogers, carman; W. A. Ramsey and M. F. Scott, clerks; S. L. Smith, truck opr.; W. F. Vittitow, condr.; H. L. Walker, road foreman of engines; W. G. Ware, locomotive engr.

102-Year Family Tradition Ends

For the first time in 102 years there won't be an Engineer Millard on the right side of the cab, now that Western Division Engineer W. R. Millard has retired after 41 years with SP. His father and grandfather had a total of 84 years behind the throttle starting in 1875.

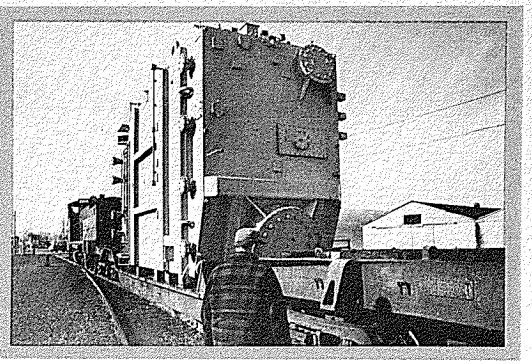


Back Cover

Northbound freight passes Stuttgart, Ark., known as "the rice capital of the world." Rice and soybean processing and storage facilities give Stuttgart a Manhattan-like skyline. Rice and soybeans are major sources of traffic for the Cotton Belt.

Giant Transformer

This is the third of three giant ultra high voltage (UHV) transformers delivered by SP for the Bonneville Power Administration's Lyons, Ore., 1.3-mile prototype UHV line, after a carefully planned three-week rail ride from the Midwest. The UHV prototype transformers are expected to lead to development of commercial units that will produce power equivalent to a conventional plant while using less fuel. A savings of 700,000 tons of coal annually is expected. Westinghouse Electric of Muncie, Ind., constructed all three transformers at a cost of $1.1 million.



Deaths...

DALLAS DIVISION: Pensioners: L. C. Edmonds, district traffic rep.; W. O. Evans, laborer; G. Horan, carman; F. A. Lane, helper; P. Moore and J. Wilson, laborers; E. C. Turner, electrician.

GENERAL OFFICE, SAN FRANCISCO: Pensioners: A. P. Banchero and M. J. Creamer, special accountants; C. R. Colwell, steno.; J. M. Hall'day, asst. mgr.-Data Processing; M. M. Hardin, secretary; V. S. Sutter and C. M. Teague, clerks; A. H. Walburg, supvr.-Car Service; V. H. Weigart, office mgr.; C. T. Wolff, general transfer clerk.

HOUSTON DIVISION AND REPAIR PLANTS: Q. Leno, carman helper. Pensioners: J. H. Arceneaux, welder; J. S. Archer, agent; C. S. Davis, machine opr.; H. S. Dotson, helper; A. C. Gutierrez, boilermaker; H. Jarrett, clerk; A. Lasane, helper; F. R. Maze, carpenter; R. B. McGlasson, clerk; T. R. Nystrom, chief clerk; B. J. Orta and W. H. Peterson, laborers; F. A. Pellerin, locomotive engr.; D. Sayles, welder; J. M. Whalen, locomotive engr.; M. Williams, helper; A. C. Zischang, clerk.

LAFAYETTE DIVISION: W. Higginbotham, car inspector; S. D. Keyser, clerk; N. R. Poole, helper; R. E. Thompson, brakeman. Pensioners: P. L. Bruno, laborer; J. C. Bujol, painter; P. Gaudeau, helper; L. P. Gaudet, locomotive engr.; B. C. Heffner, brakeman; D. J. Landry, yardman; C. R. McGehee, clerk; S. R. Peters, porter; L. Prejean, laborer; B. O. Stuart and A. I. Verdoodt, clerks.

LOS ANGELES DIVISION AND REPAIR PLANTS: J. Castillo, car inspector; H. W. McColl, laborer; V. E. Moore, locomotive engr.; A. G. Ortega, sweeper opr.; J. J. Van Dale, foreman; J. E. Shiplett, brakeman; Pensioners: C. Abels, chief freight and passenger agent; V. L. Arenth, traffic mgr.; M. A. Behun, welder; M. E. Bell, secretary; W. L. Biersach, locomotive engr.; M. Bruns, operator; A. V. DePfyffer, engineer; R. Dominguez, laborer; R. L. Drew, brakeman; B. E. Edwards, condr.; A. H. Fidel, passenger agent; S. Heighes, engineer; M. C. Howard, towerman; F. G. Hughes, carpenter; G. C. Huber and A. E. Lines, foremen; S. Jamerson, paving raker; F. E. Kalbaugh, asst. to VP; O. L. Matthew, operator; J. F. Meyer, plant mgr.; R. W. Marrison, electrician; W. G. Reed, engineer; G. Reid, fireman; E. M. Ringgold, red cap; W. S. Schreffler and E. E. Smith, clerks; E. A. Sears, brakeman; J. M. Stirling, freight and passenger agent; E. Strong, cook; B. F. Turinetti, sheetmetal worker; J. F. Villasousa, boilermaker; C. B. Whittlor, waiter; J. C. Woodward, cook.

OREGON DIVISION: Pensioners: C. A. Bour, machinist; C. E. Brechtel, clerk; R. F. Biggerstagg and H. G. Caldwell, brakemen; R. A. Collenknon, laborer; H. A. Carlquist, D. O. Comyn and A. R. Cotter, clerks; W. F. Fairbanks, electrician; F. D. Ford, chef; J. M. Heinrich and J. L. Holland, conductors; C. C. Kinsey, laborer; I. A. Krogstad and A. R. Merrow, carmen; C. R. Losher, condr.; F. L. Meyers, clerk; L. Moore, brakeman; A. L. Newman, yardmaster; J. F. O'Donnell, laborer; E. Rey, helper; T. E. Richardson, E. Stanley and M. H. Upton, locomotive engrs.; B. B. Wheeler and C. Woodward, dispatchers.

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